

INTIMATION.

A. S. WATSON & CO.,
LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

CLARETS.

	Per Case	Per Bottle
ST. ESTEPHE	\$6.06	\$7.56
ST. JULIEN	9.00	9.00
LA ROSE	12.06	13.92
CHATEAU LAUT-BRION	18.00	19.20

CHATEAU MOUTON D'AR-	21.00	22.20
MAILHACQ		
CHATEAU PONTET CANET	25.00	
CHATEAU LA TOUR CAU-		
CHATEAU RAUZAN	32.00	
CHATEAU LAFITE	48.00	

These CLARETS are bought direct from the leading French growers. The lowest priced are of exceptional value and guaranteed to be the genuine product of the juice of the grape.

CHATEAU LA TOUR CARNET, CHATEAU RAUZAN, and CHATEAU LAFITE are commended to the notice of Connoisseurs as high-class after-dinner Wines of a rich and rare character.

Smaller quantities and sample bottles will be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO.,
LIMITED.

BIRTHS.

At 7, Museum Road, Shanghai, the wife of CHAN T. CHAN, of the 14th February, 1901, the wife of H. C. AUGUSTIN, of a son.

At the 13th February, at St. George's Church, Penang, by the Rev. H. C. Hemman, M.A., Colonial Chaplain, WILLIAM ALFRED BICKNELL, of Penang, to ELIZABETH FULLERTON SMITH, daughter of the late Fullerton Smith, of Broadbury, London.

On the 10th February, at St. George's Church, Penang, by the Rev. H. C. Hemman, M.A., Colonial Chaplain, HENRY HATHAWAY GILBY, of Penang, to ERIK, youngest daughter of Captain BRADBERT, Harbour Master and Magistrate, Penang, and Mrs. BRADBERT.

DEATHS.

At the Government Civil Hospital, on the 17th February, WILLIAM ROBERTSON, late of Lawson Sugar Refinery, Malacca, Philippine Islands, in his 50th year. Scotch papers please copy. (164)

At 11 p.m. on the 3rd inst., WILLIAM WHITLEY (Manager, Sperry Flour Co.), aged 64.

On the 6th January, 1901, at St. Joseph's Hospital, Copenhagen, of influenza, ANTON J. CHRISTIANSEN, formerly of the Municipal Tax Department, Shanghai.

The return of visitors to the City Hall Library and Museum last week shows that 308 non-Chinese and 78 Chinese visited the former institution, 124 non-Chinese and 3,744 Chinese the latter.

We have received No. 314 of the Annual Colonial Reports, being Sir Henry A. Blake's report on Hongkong for 1899, which was presented to the House of Parliament in January of this year. We shall take an early opportunity of referring to it.

It is probable that before long Hongkong will see the arrival of the first of a series of transports whose duty it will be to convey back to India the expeditionary force now in North China. We believe that as many as twenty transports are under orders to proceed to this port.

Praya wall and roadway, except on such portions of the foreshore as are situated in front of the Government properties, will be carried out by the Public Works Department at the cost of the Marine Lot owners; and the Government will not be called on to incur any expense at all, other than such as is involved, on account of the wall and reclamation in front of Government properties. Mr. CHATELAIN's services as intermediary between the Government and the Marine Lot holders are accepted, and what he has to do is to persuade the latter to agree to the Government's demands. These are briefly that the holders shall constitute a general fund for defraying the cost of the works and shall bind themselves individually to take up whatever part is allotted to them of the general reclamation, each depositing as a guarantee 25 per cent. of the total value of the General Fund, which 25 per cent. will be forfeited to the Crown in event of a failure to take up the allotment. On the completion of the work each holder will be asked to take out a Crown Lease for his allotment, paying an Annual Crown Rent of \$200 per quarter acre. The leases will be for 99 years, with an option of renewal at a Crown Rent fixed by the Governor for the time being for a further term of 99 years. All costs of resumptions of land and compensations to landowners involved in the scheme will be paid by the Marine Lot owners. It is held that a premium of at least twenty-five cents a square foot should be paid to Government by holders for every foot of building land reclaimed and handed over to them. Finally the principle of sectional reclamation adopted in the case of the Western Praya reclamation will be followed, and the Lot holders will bear the expenses of a preliminary survey and estimate.

From the above it will be seen that the Government strikes a good bargain, for the gain in rateable area and future land sales will be very large indeed, and the expenditure will be met. But the Marine Lot holders, too, having past history to guide them, and the ever increasing prosperity of the Colony to encourage them for the future, have little reason to hesitate. In the report, published this year and now to hand, of Hongkong in 1899, H.E. the Governor's concluding sentence will meet with general agreement. Sir HENRY BLAKE says: "The general condition of the Colony is most flourishing, and, with the command of cheap labour, it gives promise of development into a great manufacturing centre." There is a certainty that whatever land can be added to the island in close proximity to the centre of the Colony's activity must have a constantly mounting value as time goes on. With the restoration of peace in the Chinese Empire and the establishment of commercial facilities hitherto denied to foreigners, the volume of trade flowing toward Hongkong cannot but increase enormously. As matters stand now, we are not prepared to meet this increase by expansion on the island itself. Mr. CHATELAIN sets forth the way in which we can prepare ourselves to do so, and we feel confident that the Marine Lot holders will recognise that in supporting the scheme they will consult at the same time the Colony's interests and their own.

Three fresh cases of plague (Chinese) and three deaths were reported during the 24 hours ending at noon yesterday.

The Portuguese gunboat *Zaire* left for Macao on Sunday night, and the French cruiser *Descazes* yesterday for Ainay.

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A boxing contest has been arranged for next Thursday at the Theatre between T. Armstrong (H.M.S. *Centurion*) and Joe Riley, of the United States. The affair should be a good one, for the contestants were matched to meet at Shanghai for \$1,800 and were only prevented by the departure of the *Centurion* from trying conclusions. The management will be in the hands of Mr. W. Walters, and beside the main events there will be three preliminary spars.

We omitted to mention in our account of the capturing of the *Canton River* on Saturday that every assistance possible was rendered to the two divers, Brodie and Johnson, by Dr. Gibson and Capt. A. W. Bowley, and that Dr. Gibson received an injury to his thumb in removing the mud from Brodie's mouth. Rumours were prevalent on Sunday evening that by the sinking of the Government dredger when the *Canton River* turned over several Chinese workmen lost their lives. These happily have proved unfounded, everyone being accounted for.

We hold over the account of the concert by the band of the German cruiser *Hansa* at the City Hall until to-morrow's issue.

A belated copy of the *P. & T. Times* for the 9th ult. states that the Settlement claimed by Italy at Tientsin is across the river and confronting the Japanese Concession, but somewhat overlapping the Russian claim.

The office and godown of Messrs. William Forbes & Co. at Tientsin were totally destroyed by fire on the night of the 25th ult. The Australians, French, and Germans are said to have rendered splendid service in saving the adjoining buildings.

Before leaving France, Mgr. Favier, Roman Catholic Bishop of Peking, paid a visit to Angers in order to present to the family of Lieutenant Paul Henry, who was in command of the 30 French marines in the seizure of the Peitang and was killed during its course, the flag which the young lieutenant so bravely defended. The flag was pierced by 89 balls.

Harmston's Circus troupe left the harbour yesterday afternoon in the *s.s. Diamante* for Manila. Before his departure Col. Hicks, Agent for the Circus, called at this office and desired us to record the thanks of the Company to the Hongkong public for the kind and considerate patronage which had been extended to them during their stay in the Colony.

Peking orders of the 1st ult. had the following: "His Majesty the King has been pleased to appoint His Majesty the German Emperor a Field Marshal in the British Army. The German Emperor sends 'greeting to the British Contingent from the Youngest Field Marshal.' The Lieut. General in reply has sent a respectful salutation from the British Contingent."

Last evening Bertram the Great delighted the large audience that attended to witness his "marvellous" performance. He fully justified his claim as the premier conjuror of the age, for those in the house who had seen him at home were astounded with his new tricks. His performance with the playing cards was truly wonderful; his side talk and repartee kept the audience in continual laughter. His entertainment lasted two hours without a dull moment, unless the brief interval be included. Bertram the Great deserves and will undoubtedly receive a full house to-night. His final performance will be given on Wednesday, 6th inst. A fuller account will be given in our next issue.

A correspondent of the *N.C. Daily News* writing from Shanghai on the 20th ult. says: "During the last 20 days the Russians have sent into Shanghai Bridge Works, from outside the Wall Section, four 'locomotives' besides other rolling stock, in a state of absolute wreck. It is in evidence that the running powers of the Northern Line are rapidly drawing to a close, and unless handed to Mr. Kinder at once, another month will see the whole railway at a standstill. To those who have had the pleasure of passing over this well-kept-up and admirably constructed line only a short year ago, its present condition would be simply appalling. The wanton destruction of valuable property, the plundering and subsequent sale of useful stores by Russian soldiers, would bring tears of blood to the eyes of a east-iron joss."

It is with deep regret that we have to record the death of Mr. W. Whitley, this well-known and much respected Manager of the Sperry Flour Company. His decease has come as a great shock to his friends, for it is but a few days ago that he was well and about. Last week, however, he developed symptoms of small-pox, and on Saturday morning was removed to the Government Hospital, where he died at 11 o'clock on Sunday evening. Since 1894 Mr. Whitley has managed the affairs of the Sperry Company here and has made for himself a large circle of friends, many of whom, with his fellow-members of the Victoria Lodge, attended the funeral at Happy Valley yesterday evening. Mr. Whitley's sudden death is additionally sad from the fact that his wife and niece are at present in Europe, while his daughter, the very recently widowed Mrs. Barber, has been in America for some months. The son of the deceased has only just returned to Hongkong. To him and to the other members of the family we offer our respectful sympathy.

Yesterday morning about eight o'clock two Chinese were killed and four others severely bruised and shaken by the collapse of a house at 158, Hollywood Road. The police were informed of the accident, and a relief party was at once despatched to the scene under charge of Chief Inspector Mackie, who was assisted by Inspector McNab and Sergeant Garrod. An old woman, in the second storey, was the first to be rescued, she gave a few bruises and a severe shaking, being uninjured. A young girl and boy, also uninjured, were taken out from the first storey. On the ground floor, where thousands of falling material had landed with a crash, the casualties were naturally expected to be more serious, and when the debris was turned over two dead bodies, one that of a woman and the other that of a man, were found. Four more occupants of the ruined house—one man, two women, and one boy—had escaped with slight injuries, and were sent to hospital. An examination of the architectural features of the fallen house left no room for wonder at the accident or conjecture as to its cause. The building material consisted of old Chinese blue bricks held together by layers of weak mortar. The joints or beams for the support of the roof and floor had a hold on each side of not more than four inches, and some of the beams rested only upon the mortar. Again, the adjoining house was being demolished, and the operations had evidently weakened the already insufficient supports of the house at No. 158, causing it to come down with a run.

A case of bubonic plague was discovered at Ipoh, Perak, on the 19th ult.

Major Daly, I.M.S., has been appointed Base Store-keeper, China Field Force.

News has been received in Shanghai that the Peiho is open, and the first steamers for the North were to leave on Saturday last.

During the China New Year holidays at Singapore, the home cricket club beat Selangor, after an exciting match, by one wicket.

The Hon. C. W. S. Kynnersley, C.M.G., Resident-Councillor, Penang, has been appointed to be Acting Colonial Secretary, Straits Settlements.

Mr. Robert Brough's Company was due in Singapore last week and on the 27th ult. was put on *The Tyranny of Tears*, and on the 28th *Dandy Dick*.

The new German guns which have been issued to the Army have been adversely criticised in influential quarters, and it is stated that the defects complained of will be remedied before they are sent to India.

An urgent telegram arrived in Shanghai from Tientsin on the 27th ult. announcing that all the lighters commandeered by the military authorities from the Taku and Lighter Co. and others had been returned to their owners.

H. E. the Viceroy of India will leave Calcutta on the 27th March, and after his shooting expedition in Nepal Terai will arrive at Simla during the third week of April. Lady Curzon will leave for England per *s.s. India* from Bombay on the 23rd March.

A new battalion of United States Marines is being formed at the Marine Barracks in Brooklyn for service in China. The term of enlistment of the Marines now in the Far East will shortly expire, and the Brooklyn battalion is to be despatched immediately.

The chartered transport *Saint Bede* is now en route from Manila to San Francisco, with the first cargo of hemp to cross the Pacific from the Philippine Islands to that port. She will carry 5,000 bales to San Francisco, and 1,000 to Portland, Oregon.

A Wuhu despatch, according to the *N.C. Daily News*, reports the subsidence of the mud at the "Eyehow" (Huichow) wharf in that port on the 16th ult. for a distance of half a mile. Although considerable property and goods were precipitated into the Yangtze, fortunately no lives were lost by the catastrophe.

Laneshire is said to be doing well on orders for Japan. Besides warships from Barrow-in-Furness, and carrier pigeons from Furworth, near Bolton, twenty modern powerful locomotives are now being built at Patricroft, near Manchester, for the Japanese Government, by Messrs. Nasmith, Wilson and Co. at their Bridgewater foundry.

The *N.C. Daily News* quotes from a letter announcing the deaths of a number of missionaries hitherto unaccounted for. Two Chinese lately arrived from Kueilucheng report the massacre of Mr. and Mrs. Olson and three children, Mr. and Mrs. W. Noren, Mr. and Mrs. Anderson and two children, Mr. A. E. Palm, Miss E. Ericson, Mr. and Mrs. Hellberg, Mr. Wahlstedt, Mr. and Mrs. Bingmark and two children, Miss A. Gustafson, Mr. and Mrs. Lundberg and two children, Miss Clara Hall, and another lady who was helping Miss Hall, Mr. O. Forsberg, and Mr. C. Blomberg. The dates of the massacres are not given.

In connection with the despatch of the *Ocean* to the China Station, and the rumour that the *Canopus* will also follow, a service paper at home says that the point to be noted is our utter inability to restore the Mediterranean fleet to its normal strength by sending out even one first-class battleship to replace the *Ocean*. This inability is due to the protracted delays in shipbuilding and the scandalously slow production of armour. Millions voted have not been expended, and now comes the pinch and the humiliation, and also the danger of being thus unprepared for an ordinary emergency. In an interval of six weeks, the *Implacable* may be ready for service. Meanwhile the Mediterranean fleet is left short of a battleship.

When winter clothing was being provided for the China Expeditionary Force, observes the *Indian Daily News*, it was found that but few *poshteehs*, or sheepskin coats, could be obtained at Peshawar and Quetta, as the Ameer of Kabul had placed an embargo on their exportation from Afghanistan. This action was quite in accordance with the short-sighted fiscal policy of His Highness, who has created monopolies in most of the goods ordinarily carried by caravans to and from India. An advertisement in the newspapers now announces that the Ameer "permits to open the sale" of Kabul *poshteehs* through his special agent in Peshawar. It is some satisfaction, adds our contemporary, to know that the demand has slackened off, and that prices have fallen in consequence.

A Paris journal, the *Debat*, characterises as "almost a fresh invasion of French rights" Jern von Mihlberg's assertion in the Reichstag that Germany is entitled and bound to protect German missionaries in China. As for Herr Lieber's resolution calling on the Government to insist on the protection of the Powers for Christianity, the *Debat* appeals to the Pope's repeated recognitions of the French protectorate, and states that France will continue to protect missionaries of all nationalities. Germany, it maintains, would commit an enormous blunder in acting on Herr Lieber's proposal, "for it is evident that France could no longer join in the common work if the rights and privileges always enjoyed by her in the Far East were impaired."

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

THE WAR IN SOUTH AFRICA.

LONDON, 3rd March, 4.35 p.m.

DE WET ESCAPES WITH LOSS.

De Wet has got clear from Cape Colony after having lost 200 prisoners.

GENERAL NEWS.

LONDON, 3rd March, 4.35 p.m.

RETURN OF THE KING.

King Edward returned to England after his visit to Germany.

THE COTTON MARKET.

The Liverpool cotton market is inactive. Prices are:—Spot, 5½d. per lb. for August and September delivery, 4½d. for October and November. New York rates have declined in sympathy with Liverpool weakness. Manchester reports that Eastern trade is depressed.

REUTER'S SERVICE.

LONDON, 1st March.

THE ARMY ESTIMATES.

The Army estimates for the coming year are £87,915,000, including £58,230,000 for war services. The total force is 450,000 men against 420,000. The memorandum states that 220,000 men are on the permanent establishment, the balance being temporary additions due to the war. The permanent additions include the formation of garrison battalions for the Mediterranean, the reorganization of the Medical Service and a new system of clothing throughout the army.

THE UNITED STATES.

The Washington Senate has passed laws establishing the President's authority in the Philippines and conferring autonomy to Cuba subject to the United States suzerainty and the cession of naval stations. The Cuban native Commission now sitting in Havana rejects these conditions absolutely.

OUTRAGE IN BOWEN ROAD.

EUROPEAN ATTACKED AND ROBBED.

Highway robbery with violence has been of frequent occurrence during the past month or two, the victim in every instance being a Chinaman. The immunity of Europeans from this popular form of outrage is no longer a fact, however. On Sunday afternoon, about three o'clock, Mr. F. Esrom, of the Eastern Asiatic Trading Company, who has but recently arrived in the colony, was walking along Bowen Road, when, at a point just above the Cemetery, he was attacked by two Chinamen, who set upon him from behind. Mr. Esrom was partly stunned by the blows he received, and fell. The robbers—for such they were—then snatched his gold watch and chain, valued \$85, and made off the way they had come. The unfortunate gentleman was found lying on the roadway soon afterwards by a sailor, who took him to No. 2 Police Station, where an account of the outrage was given to Inspector Fox. The mere facts that Bowen Road is comparatively well frequented and that discovery was imminent at any moment may be accepted as the reason why the robbers did not complete their daring work and search Mr. Esrom, who carried nearly \$300 in his pockets. The police have been successful in recovering the watch and chain from a pawnshop where the article were pledged for a very small sum. In the face of an occurrence such as this, the carrying of arms by Europeans becomes almost a necessity.

THE HONGKONG RIFLE ASSOCIATION.

GENERAL MEETING OF MEMBERS.

A general meeting of members of the Hongkong Rifle Association was held at the Volunteer Headquarters (by kind permission of Lieut. Col. Sir J. W. Carrington, K.T., C.M.G.) yesterday evening. Sir John Carrington (President) occupied the chair.

Mr. M. S. Hoot, honorary treasurer and honorary secretary, presented the report and statement of accounts. He added that the report had already been sent out to every individual member, so that they had all seen it. The CHAIRMAN, proposing the adoption of the report and statement of accounts, said he thought they would see that on the whole the accounts were satisfactory. They took over a balance of \$833.73 compared with over a balance of \$677.14, which was brought forward from 1899. The expenses seemed to have been kept well within limit, and he supposed the receipts might be considered as satisfactory. He thought they were very much indebted to Mr. Northcote for his trouble in combining the offices of honorary treasurer and honorary secretary and discharging them so efficiently.

Mr. SAUNDERS seconded and the motion was carried.

On the motion of Mr. NORTHCOTE, seconded by Mr. McGRATH FORBES, Sir John Carrington was elected president.

The following were elected as the committee:—Mr. A. Watson, Quartermaster-Sergeant Wallace, A. Mackenzie, Armourer-Sergeant Blair, Sergeant Bowery, Major Chapman, and Sergeant Lamont.

Mr. Northcote goes home on leave on the 22nd inst., and consequently, on the motion of Mr. SAUNDERS, seconded by Sergeant F. BOWERY, Mr. A. Mackenzie was elected honorary treasurer and secretary.

Mr. NORTHCOTE observed that owing to the naval meeting there would be no competition on Saturday next.

Several suggestions were made with regard to the Easter Meeting, and the secretary promised to bring them before the committee.

THE P. & O. S.S. "PLASSY."

The Peninsular and Oriental Steam Navigation Company's steamer *Plassy*, which left the harbour on Sunday for Shanghai, is the latest addition to the Company's magnificent fleet of vessels, and is on her maiden voyage to the Far East. She was built at Caird's, of Greenock, and was, as far as the marine architecture of the British Isles is concerned, the first-born vessel of the century. From the time her lines were laid down till she left her cradle and glided majestically into the waters of the Clyde, was but a few months, and her speedy construction has this additional merit that she possesses all the appliances for immediate conversion into a troop or auxiliary commerce destroyer in troublous times, as well as every modern appliance necessary for accelerating the transit of freight in times of peace. She is a sister ship to the *Asaya* and the *Sabao*, with the exception that she possesses in point of internal detail a variety of improvements, all of which tend to the comfort and well-being of her passengers. Her bilge keels have the effect of steadying her to a remarkable degree, and although on the passage out she met with heavy N.W. gales in the Bay of Biscay, and strong N.E. monsoons in the Indian Ocean with a fierce monsoon through the China Sea, there was an absence of that incessant roll which renders life at sea so particularly unpleasant at times. Indeed, the heavy weather the *Plassy* experienced on her way out was ample test of her fitness for the particular trade for which she has been designed. Without driving her a speed of 14½ knots an hour on an average was obtained, some two and a half knots less than that indicated on her trial trip. She left Singapore at half-past six on the evening of Sunday week, and was just five days coming up to the Quarantine Ground. Her engines are triple-expansion, and she carries electric-dynamo lights which light up the vessel throughout. She exhibits electric side-lights and double electric masthead lights, and on her triple decks, in addition to eleven life-boats, a steam launch with a speed of ten knots, and two cutters, she has eight collapsible boats for the better security of her passengers in case of need. For taking cargo on board she has, in addition to eight modern cranes, two of them lifting five tons each, and the remaining six bearing two and a-half tons each, and working simultaneously, an enormous movable derrick capable of lifting 20½ tons. She is a three-decker, her main or troop deck running fore and aft with sixteen-inch scuttles right round. Her hurricane deck affords a magnificent promenade for passengers, who can patrol four or five abreast with ease. On the fore side is the Captain's state-room, the internal fittings of which have nothing to be desired. On the after part companions lead into the music rooms, first and second saloons, libraries, berths, lavatories, &c. The boat-deck is also a welcome addition to the space reserved for the recreation of her passengers, and throughout the design has been to utilise every available inch of deck space for the extension of her passenger and freight traffic.

The *Plassy* is 450½ feet in length, 54½ feet in width, and 35½ feet depth of hold. Her gross tonnage is 7,405. She is commanded by Capt. C. F. Preston, R.N.R., who, being in possession of the necessary Admiralty warrant, flies the Blue Ensign. The selection of Capt. Preston to the command of the company's hoarsest of the century is both judicious and well-deserved. From boyhood upwards, he has spent a life time in the service of the Company. He ploughed the China seas in the old sailing ship days when the *Haddington* used to be the star of the clippers in the early sixties and ere the seventies had dawdled he took command under canvas, and successfully navigated his clipper vessel through typhoons and storms innumerable between the home ports and Yokohama, Foochow, Hongkong, and Bangkok. At the close of the tea-days, and with the advent of steam, Capt. Preston still continued to run on the China coast, and has seen twelve years of active service. For four years he sailed constantly between Yokohama and Hongkong, and for a long time had a command on the Bombay and China line. He has become quite popular with P. & O. passengers, and is the holder of several valuable gifts tendered by grateful passengers for kindness and consideration shown them while at sea. The remaining officers of the vessel are:—Mr. Anderson, R.N.R., chief officer; Mr. Stanley, R.N.R., 2nd officer; Mr. Feakes, R.N.R., third officer; Mr. Nicholl, R.N.R., fourth officer; Mr. Beattie, R.N.R., fifth officer; Mr. Williamson, chief engineer; Mr. Dast, steward-in-charge; and Dr. Haughton-Brown, the medical adviser.

The *Plassy* has accommodation for 130 first class, and 72 second class passengers, and has proceeded North with a general cargo for the China and Japan ports.

FOOTBALL.

In the match to-day between the H.K.A.F.C. v. 2nd Co. E.D. R.G.A. the following will play for the Club:—C. T. Kay, C. H. P. Hay, H. Pickney, A. E. Porter, J. C. Bonnar, E. Henderson, J. E. Lee, Lieut. Clapham, J. F. Noble, J. Skotte, and another.

LATEST STEAMER MOVEMENTS.

The N.P. steamer *Duke of Fife* sailed from Yokohama for Hongkong on the 2nd inst. The Imperial German Mail steamer *Stuttgart*, carrying the German Mails with dates from Berlin of the 4th ult., left Singapore on Sunday, the 3rd inst., at noon, and may be expected here on or about Friday evening, the 8th inst.

The N.Y.K. steamer *Tosa Maru* (American Line) left Shimomori for this port on the 3rd inst., and is expected to arrive here on the 7th inst.

The N.G.I. steamer *Bisagno* left Singapore for this port on the 2nd inst., and may be expected here on or about the 9th inst.

VESSELS ON THE BERTH.

OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS.	DUE
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 10th Mar.
GLASGOW and LIVERPOOL	"TANTALUS"	On 19th Mar.
GLASGOW and LIVERPOOL	"AJAX"	On 25th Mar.
GLASGOW and LIVERPOOL	"PYRREUS"	On 2nd April.
FOR	HOMEWARDS.	TO SAIL
LONDON	"IXION"	On 5th Mar.
LONDON	"DEUCALION"	On 19th Mar.
LONDON	"STENTOR"	On 2nd April.
LIVERPOOL, DIRECT.	"PATROCLUS"	About 13th Mar.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.

Hongkong, 5th March, 1901.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"SUNGKIANG"	On 6th Mar.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, HOBART, SYDNEY, and MELBOURNE	"TAIYUAN"	On 20th Mar.
MANILA	"TAIYUAN"	On 20th Mar.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 4th March, 1901.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	TUESDAY, Mar. 12, 1901, at NOON.
CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	SATURDAY, Apr. 6, 1901, at NOON.
CITY OF Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	THURSDAY, Apr. 30, 1901, at NOON.

THE Company's Steamship "ATENA" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA and HONOLULU on TUESDAY, the 12th March, 1901, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 15th February, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU,"

Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 13th March, at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 27th February, 1901.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANÇAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, ALCOOTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 11th March, 1901, at 1 P.M., the Company's Steamship "TOKIYO" Captain Vignier, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 P.M.

Specie and Parcels until 3 P.M. on the 10th March.

(Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 1st March, 1901.

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via

Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)

TUESDAY, Mar. 26, 1901, at NOON.

AMERICA MARU (via

Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)

TUESDAY, April 23, 1901, at NOON.

HONGKONG MARU (via

Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)

THURSDAY, May 16, 1901, at NOON.

THE Twin-Screw Steamship

"NIPPON MARU"

will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, and HONOLULU on THURSDAY, the 23rd March, 1901, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

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For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 5th March, 1901.

THE EAST ASIATIC COMPANY, LIMITED.

FOR MARSEILLES, HAVRE AND COPENHAGEN VIA BALIC PORTS.

THE Company's Steamship

"ANNAM"

Captain Berg, will be despatched as above about the end of March, A.C.

This Steamer is fitted throughout with electric light, carrier, motor, and having superior First Class Cabin accommodation amidships on the bridge deck, offers an excellent opportunity for passengers proceeding to Marseilles.

For freight or Passage, apply to

MELCHERS & CO., Agents.

Hongkong, 5th February, 1901.

SIENTING.

SURGEON DENTIST,

No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 23rd September, 1901.

APOL & STEEL PILLS

A Remedy for all irregularities.

Improving Bitter Apple, Pennyroyal, Fil Ochia, and

Sold by

A. S. WATSON & CO., LTD., HONGKONG.

Proprietors.

MARTIN, chemist, SOUTHAMPTON, ENGLAND.

31509

NOTICES TO CONSIGNEES

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA."

FROM TACOMA, VICTORIA, YOKO, HAMA, KOBÉ, MOJÍ AND SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LD.

Agents.

Hongkong, 1st March, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBÉ.

THE Steamship

"MORAVIA"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the undersigned before Noon on the 8th of March, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 8th of March, will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & CO., Agents.

Hongkong, 2nd March, 1901.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"IDONEUS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Kowloon Godowns in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 1st March.

Optional cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 6th March will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 7th March.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 27th February, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG"

having arrived from the above Ports, Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon, the 6th instant, will be Godowns at East Point, 2nd March.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO., General Managers.

Hongkong, 2nd March, 1901.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"PLASSY"

FROM LONDON, PORT SAID, SUEZ, COLOMBO AND SYRATS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo—

From London, ex-s.s. Britannia and Harlington.

From Bombay, ex-s.s. Oriental.

From Australia, ex-s.s. Hindia.

From Persian Gulf ex-s.s. R. I. S. N. and E. A. P. S. N. Co.'s Steamers.

From Madras, Palamadia.

Optional goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY.

Goods not cleared by the 8th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

A. M. MARSHALL, Acting Superintendent.

Hongkong, 2nd March, 1901.

CARBOLINEUM-AVENARIUS.

USED FOR OVER TWENTY YEARS.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot, and Dampness.

Sole Agents for China.

LUTGENS, EINSTAMANN & CO.

Hongkong, 31st August, 1897.

FOR SALE.

RURAL BUILDING LOT 103, BARKER ROAD.

Apply to—

HUMPHREYS ESTATE AND FINANCE CO., LIMITED.

Hongkong, 31st January, 1901.

PRINTING OF ALL KINDS at the most moderate prices at

THE "DAILY PRESS" OFFICE.

All proofs are read and all work supervised by Englishmen. Always equal and generally superior to that done anywhere else. Estimates given

TACK CHONG LOONG, NAVY & MILITARY TAILOR, DRESSER AND OUTFITTER.

Garments made by hand, guaranteed perfect fit. Hats, Shirts, Socks, Silk Handkerchiefs, Boots, Shoes, &c. for Sale. New and Fashionable Goods. Prices very moderate.

No. 65, QUEEN'S ROAD CENTRAL.

Hongkong, 18th October, 1900.

THE CHINA AND JAPAN TELEPHONE CO., LD.

HONGKONG EXCHANGE.

OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES.

\$80 Per Annum.

PRIVATE LINES.

\$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY

DESCRIPTION IN STOCK.

Including—

BATTERIES.

CHEMICALS.

ELECTRIC BELLS.

INSULATORS.

LIGHTNING CONDUCTORS.

SWITCHES.

TELEPHONES.

WIRE, &c., &c.

PRICE LISTS.

ON

APPLICATION.

ELECTRIC BELL INSTALLATIONS

ERECTED AND KEPT IN

ORDER.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

For full particulars, &c., &c.,

Apply to

W. STUART HARRISON,

Manager.

Yongkong, 18th February, 1900.

CALVERT'S CARBOLIC TOILET SOAP

TOOTH POWDER

BEST FOR THE SKIN and COMPLEXION. IS THE BEST DENTAL PRESERVATIVE.

Antiseptic, Emollient, Refreshing. Has the Largest Sale of any Dentifrice.

Sold by all Chemists, Stores, &c.

F. C. CALVERT & Co., Manchester, England.

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, FECKHAM, LONDON, ENGLAND.

[1530]

PUT LOG CABIN IN YOUR PIPE & Smoke it.

Manufactured only by LAMBERT & BUTLER, LTD., LONDON, ENGLAND. [2653-2]

FOR SALE.

FIRST CLASS MATERIAL. STRONGEST CONSTRUCTION.

S A F E S

CAN COMPETE AGAINST THE BEST MAKES IN THE WORLD.

For PARTICULARS APPLY TO

HOTZ, S'JACOB & CO.

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